Transportation, Ontario(MTO), Canada are as under:

(i) The Ministry of Surface Transport (MOST) and MTO are desires of renewing and extending the existing MOU and expanding further the areas of cooperation.

(ii) MTO is desirous of sharing its knowledge and expertise in planning, construction, implemention and operation of privately financed highways, in particular with reference to the expressway development programme in India.

(iii) The areas of cooperation between MOST and MTO shall include;

(a) Packaging of privatisation projects including necessity, if any, of public—private joint—^venture and financial structuring;

(b) Evolving bid documents for privately financed projects;

(c) Management of privately financed projects including supervision and implementation;

(d) Development of technical and operation standards;

(e) Assessment of hardware and software requirements for operation and development of a highway management system;

(f) Exploring possibility of bilateral aid for funding feasibility studies for expressway projects;

(g) Providing training facilities for personnel in relevant areas.

(iv) MOST and MTO will strive to accomplish the objectives of this MOU through:

(a) Interaction staff including training.

(b) Utilisation of electronic communication.

(c) Formalising any Group in the respective organisations as nodal points for communication;

(d) Other procedures as mutually acceptable to both the organisations.

(v) MOST and MTO, on behalf of the Government of India and Government of Ontario, Canada respectively envisage future and further cooperation in highway development programme and believe that the establishment of such cooperation will be constructrve and productive to both the organisations.

(b) No agreement has been signed.

(c) The following four projects have been identified for construction under private participation with Government of Malaysia for which international funding will be required.

1.	NH 1 Agra to Kanpur	(4 laning/ Expressway on new alignment)
2	NH 5 Tada to Ichapuram	(4 laning)
3.	NH 8 Vadodara to Manor	(4 laning/ Expressway on new alignment)
4.	NH 9 Hyderabad to Vijayawada (d)	(4 laning)

No, Sir.

Posting of S.D.Os in Madhya Pradesh for Assembly Election

*499. SHRI LAKKHIRAM AGARWAL: Will the Ministy LAW JUSTICE AND COMPANY AFFARIS be pleased to state:

(a) whether in elections for Vidhan Sabha in Madhya Pradesh sub- divisional officers were posted in place of collectors;

(b) if so, the reasons therefor;

(c) whether S.D.Os were given proper guidelines for performing election process; and

(d) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE A'ND.COMPANY AFFAIRS (SHRI M. THAMBI DURAI): (a) and (b) According to information made available by the Election Commission of India, in the bye-elections held to the State Legislative Assembly of Madhya Pradesh, after 25th October, 1995, Sub-Divisional Officers/Sub-Divisional Magistrates were the Returning Officers. Prior to it, District Magistrates were the Returning Officers for Assembly constituencies. This was done to avoid a situation in which a Collector used to be, in certain cases. Returning Officer for as many as 19 to 20 Assembly constituencies.

(c) and (d) The guidelines for Returning Officers are contained in the 'Handbook for Returning Officer' and other such publications of the Election Commission of India.

विकास-दर का लक्ष्य

*500. **श्री नागमणि**:

श्री गोविन्दराम गिरी:

क्या वित्त मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार गत वर्ष निर्धारित विकास दर के लक्ष्य को प्राप्त नहीं कर सकी है;

(ख) यदि हां, तो उसके क्या कारण हैं; और

(ग) चालू वर्ष में निर्धारित लक्ष्य को प्राप्त करने और पिछले वर्ष की गई गलतियों की पुनावृत्ति को रोकने के लिए सरकार ने क्या प्रयास किए हैं?

वित्त मंत्री (श्री यशवन्त सिन्हा): (क) और (ख) केन्द्रीय सांख्यिकीय संगठन (सी एस ओ) द्वारा जारी अग्रिम अनुमानों के अनुसार सकल घरेलू उत्पाद (जी डी पी) के रुप में समग्र आर्थिक वृद्धि 1996-97 में 7.5 प्रितशत से गिरकर 1997-98 में 5 प्रतिशत रह गई है। 1997-98 में सकल घरेलू उत्पाद की वृद्धि में गिरावट कृषि की वृद्धि दर में तीव्र कमी और उद्योग की वृद्धि दर में गिरावट के कारण हैं।

(ग) 1998-99 के केन्द्रीय बजट में कृषि उत्पादन में आई कमी से उत्पन्न स्थिति में सुधार लाने, औद्योगिक विशेषकर लघु उद्यमों के विकास की गति में पुनः तेजी लाने, विशेष रुप से बुनियादी ढांचा क्षेत्र में निवेश को बढ़ावा देने, सामाजिक क्षेत्र के विकास पर विशेष बल देने और पूंजी बाजार में फिर से जान फूंकने जैसे अनेक उपायों की घोषणा की गई है। इन उपायों से 1997-98 की अपेक्षा 1998-99 में उच्चतर आर्थिक वृद्धि प्राप्त होने की आशा है।

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Filling up of SC/ST vacancies in lA

3676. SHRI RAJUBHAI A. PARMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of vacancies of Pilots earmarked for Scheduled Castes and Scheduled Tribes candidates and others which arc unfilled as at present with the Indian Airlines; and

(b) the number of accumulated backlog vacancies for SC/ST candidates lying for over two years and the attempts made for filing these vacancies indicating the details of advertisement issued and how may of them have been filled by non-SC/ ST candidates?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) At present, there is a back-log of 57 SC/ST trainee pilots in Indian Airlines. A special recruitment exclusively for SC/ST candidates was undertaken in 1991 leading to two SC and one ST candidate being appointed as trainee pilots. Because of organisational changes and revision in the training pattern of pilots resulting in increased productivity of pilots, no need has been felt in the last few years to recruit any new trainee pilots or to fill up the carried forward back-log.